

Si has a customer for Maud—"S40, cash"—but Maud skidoos. Next Sunday's Funny Section.

# THE SALT LAKE HERALD.

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Yes, home circulation is the best for you, Mr. Advertiser. You don't sell many goods to people except where The Herald circulates.

## HORRIBLE DISASTER ON RIO GRANDE NEAR PUEBLO

### Passenger Trains Collide and Wreck Catches Fire--Eighteen Known Dead and Long List of Injured.

Pueblo, March 16.—Conservative estimates on the total loss of life place the number of dead at thirty-five. Rio Grande officials insist that the exact number of persons on the two trains cannot be ascertained; that it is impossible.

P. F. Lively, night operator at Swallows, whose alleged failure to deliver orders to train No. 16 is supposed to have been the cause of the wreck, has been employed by the road for many years. He was relieved from duty tonight and will be suspended until the matter is thoroughly investigated by the officials.

Pueblo, Colo., March 16.—A wreck accompanied with horrors exceeded only by the Eden disaster, which occurred Aug. 17, 1904, on the line of the same railroad, resulted from a head-on collision of two passenger trains on the Denver & Rio Grande railroad, four miles east of Florence, Colo., at an early hour this morning. The trains were the Utah-California express No. 3, westbound from Denver, and the Colorado-New Mexico express, No. 16, eastbound from Leadville and Grand Junction.

They met on a sharp curve and were less than two hundred yards apart when the engineers discovered that a collision was imminent. It is known that the engineer of the westbound train put forth every possible effort to bring his train to a standstill, but his efforts were fruitless and although he succeeded in checking the speed of the train, the crash that followed was beyond his power to prevent, and he went to his death with his hand on the throttle, faithful to his charge. This much is vouched for by his fireman, who, seeing the uselessness of remaining in the face of sure death, jumped and saved his life.

**Died at Post of Duty.**  
Of the conduct of the engine crew of the eastbound train it can only be stated that they died at their post, for no one lives to tell the story of their heroism.

The disaster was made more horrible by the manner of the death of many of the passengers, variously estimated from twenty to thirty-five. Fire swept over the wreck, engulfing the victims in a cauldron of flame and leaving only charred and blackened bones to tell the tale of slaughter.

A list of injured given out by officials of the railroad company comprises twenty-two names. None of the injured are dangerously hurt and it is believed all will recover quickly. A list of dead made up from close investigation by responsible persons (the railroad officials refusing to make a list for publication), follows:

**The Dead.**  
William Hollis, engineer, No. 16, Pueblo.  
Walter Cosselett, engineer, No. 3, Pueblo.  
H. D. Sadduth, fireman, No. 16, Pueblo.  
Edward E. Baird, deputy sheriff, Denver.  
Archibald Whitney, prisoner, on his way to the penitentiary at Canon City, in charge of Baird, Denver.  
Mrs. William Burnside, daughter and daughter's child, all of Kansas, town not named.  
A. N. Barklo, Salida.  
Miss Grace Barklo, Salida.  
Eneas McFarland, express messenger, Denver.  
Taylor Hewitt, Lebo, Kan.  
Mrs. Lillian Hewitt, Lebo, Kan.  
Pearl Hewitt, 15 years old, Lebo, Kan.  
Mrs. Catherine Hewitt and baby boy, Lebo, Kan.  
Ed Cowley, Lebo, Kan.  
Fred Jones, Lebo, Kan.  
Fred Limecooley, Denver.  
Mrs. Ed Cowley, Lebo, Kan.  
Mrs. Winona Hewitt, Lebo, Kan.

**Injured.**  
Patrick Murphy, Florence, Colo., serious injuries.  
P. Peters, baggage man, Denver, ribs broken, head cut.  
James Proconone, traveling to Florence, Colo., from Italy, head hurt and otherwise bruised.  
Ila Elrod, Gypsum, Colo., foot sprained.  
Miss Mabel Fields, address not given, traveling to Wolcott, Colo., internal injuries, serious.  
E. A. Hewitt, Lebo, Kan., one leg broken and otherwise injured.  
Miss Marie Gooch, Oakland, Cal., suffering from shock.  
Thomas Webb, Yampa, Colo., right foot sprained.  
R. W. Phillips, Kaysville, Utah, foot bruised.  
C. C. House, Champa, N. M., both knees broken, right hand and mouth cut.  
L. C. Ramsbottom, San Francisco, neck hurt.  
W. R. Page, Yampa, Colo., back injured.  
I. Kissel, New York, head slightly injured.  
A. Gerber, New York, ear torn.  
C. H. Wright, New York, head slightly injured.  
James Page, Whitewater, Colo., head cut.  
H. H. Sweeney, Clinton, Mo., foot crushed.  
J. L. Lotton, Bellflower, Mo., hip crushed.  
G. C. Clark, Portland, Colo., head cut.  
J. C. Veale, Denver, neck slightly injured.  
J. S. Reuf, Leadville, neck injured.  
B. I. Jones, Denver, back hurt.  
A. L. Knous, Ouray, Colo., neck hurt.

### GRAPHIC STORY OF WRECK.

Fire Broke Out Instantly After the Frightful Collision.

Pueblo, Colo., March 16.—In a blinding storm which made it almost impossible for the trainmen to see ahead, the two trains collided head-on at a point midway between Portland and Adobe, twenty-five miles west of Pueblo, at 2:30 o'clock this morning. Immediately following the collision several of the wrecked cars burst into flames and were consumed, a number of passengers being burned to death. Over thirty others were injured, but of these it is not thought any were fatally hurt. The cause of the wreck is attributed to the failure of an employee of the road to deliver an order, which changed the meeting place of the two trains.

### No. 3 Left Pueblo Late.

The Utah and California express No. 3, westbound left Pueblo over an hour and a half late and was given orders to meet the Colorado and New Mexico express, No. 16, eastbound, at Florence. This order was changed, and the westbound train was directed to pass the eastbound train at Beaver, about twelve miles east of Florence. The order should have been delivered to the train crew at Swallow, but for some reason, still unexplained, the operator there neglected to do so. In the meantime the eastbound train had received its orders and expected to meet the westbound train at Beaver.

### Running at Usual Speed.

Both trains were running at the usual speed, the deep snow and high wind making it necessary to exercise exceptional care. Suddenly both headlights flashed out in the darkness, and it was realized that the first time that something was wrong. According to the story of Fireman J. H. Smith of the westbound train, Engineer Walter Cosselett opened the emergency brake and the train was checked for an instant, but the slippery rails and the momentum of the heavy train carried it on.

### Crushing, Grinding Noise.

From the stories told by several of the trainmen who survived and were in the forward part of the train, the noise that followed warned them that something had been struck. The helper engine, No. 3, evidently acted as a sort of cushion, minimizing the force and weight of the heavy mountain engines that hauled the trains where the grade does not require assistance. This helper was crushed together like so much paper and the monster machines ran through, locking themselves together as if in a death struggle. Fireman Smith was the only one of the engine crews who escaped. The baggage car of No. 3 broke in two and the two coaches squeezed together. The baggage and mail car of No. 16 buckled, but none of the cars were telescoped as was first reported.

### Fire Added to the Horror.

Hardly had the trainmen and passengers reached a realization that all was not right when, to their horror, a sheet of fire ran through the cars on both sides of the engines, and in a twinkling the cracking sound of breaking timbers started them to action. In the forward coach of the westbound train every seat was occupied by passengers, most of whom were homeseekers on their way to the northwest. A number of foreigners were among them and in their terror they gave up life without making any attempt to reach safety outside the burning car. Paralyzed with fear and with praying cars would fly they sank to the floor of the car and were roasted alive. The cooler ones in the car, seeing their danger, rushed for the windows and doors, and with the aid of the passengers in the rear of the train and those members of the train crew who were unhurt, managed to reach the open air. Many of them were injured more or less seriously by the rough handling they received or from flying glass and timbers.

### Cars Soon in Ruins.

Although many were willing to undertake the risk, efforts to rescue those who remained in the burning cars would have been suicidal, as the heat was unbearable. When the occupants of the two standard and two tourist sleepers of the westbound train saw that nothing could be done to check the flames, they aided the trainmen in pushing back the sleepers and these cars were not damaged in the least. The sleepers on the eastbound train were also pushed back and soon after they were placed out of the reach of the leaping flames. The wrecked cars were soon reduced to a mass of smoldering ruins.

### Relief Started at Once.

Communication was opened with the Pueblo offices of the railroad from Portland, a mile or so away, and a relief train with physicians was dispatched to the wreck at once. As quickly as possible the injured were placed in the sleepers and the engine of the relief train started back to Pueblo with them, and also the passengers of the

Continued on Page 2.



St. Patrick's Day.

## COURT STIRRED UP BY AFFIDAVIT

Defense in the Dynamite Cases Charges Prejudice on Part of Foreman of Grand Jury.

### SUBPOENA FOR INFORMANT

TESTIMONY WILL BE TAKEN TODAY.

(Special to The Herald from Staff Correspondent.)

Boise, Ida., March 16.—It is alleged in an affidavit filed in the Caldwell court this morning that the indictments against the Steunenberg murder case defendants, Moyer, Haywood and Pettibone, should be stricken from the files of the court for numerous reasons, chief among which is that A. B. Moss, foreman of the grand jury, visited Boise after the grand jury had been impaneled and had a long consultation with Governor Gooding. Detective McFarland, Prosecutor Hawley and others connected with the state's side of the case. As the result of this conference, the affidavit goes on, Foreman Moss became deeply and bitterly prejudiced against the defendants. The assertion is made that this prejudice was expressed openly in an opinion that all of the defendants were guilty.

The papers filed included a written application for bail for the three defendants. It is set up in a motion that the only testimony against them was given by Orchard, "a self-confessed murderer and a despicable wretch whose evidence is not worthy of credence under oath."

### Court Deeply Stirred.

The filing of the prejudice affidavit, the first in a lengthy series of documents containing reasons why the indictments should be dismissed, stirred the court, the attorney for the prosecution and the small audience considerable.

Mr. Hawley promptly pronounced the affidavit a tissue of falsehoods from beginning to end, inspired by a desire to belaud the real issues in the case.

Attorney Richardson declared that his information had come from such a source as to give him confidence in it, notwithstanding the fact that his informant had refused to swear to an affidavit.

Then let a subpoena be issued for him, Judge Smith broke in, "and let him be brought before the court to answer under oath any questions that may be put to him."

### Subpoena Is Issued.

Mr. Richardson announced his willingness to follow this line of procedure and a subpoena was accordingly issued for Mr. Macray, who was said to have supplied the information. Macray was found by the sheriff in Boise and directed to appear in court tomorrow morning at 9:30 o'clock. At the same time a subpoena, at the request of Mr. Richardson, was issued for Mr. Moss, returnable at the same hour. An interesting session of court is promised.

The other objections of the defense to the indictments were contained in six documents. They are almost entirely technical in character. Irregularities are charged in the summoning of the grand jury, and the old story of the arrest of the men in Colorado and their return to Idaho is told again by way of challenging the jurisdiction of the court.

Judge Smith intimated very strongly that he would not consider any of the

## BRITISH STEAMER HARD AND FAST ON THE SHOALS

Cereanz, With 13 Cabin Passengers and 25 in the Steerage, Likely to Become a Total Wreck—Life Savers Bring the Passengers Ashore.

Atlanta City, N. J., March 16.—The British steamer Cereanz from Para for New York, struck on the shoals near Toms river life saving station early today and tonight lies fast in the sand. The steamer has thirteen passengers in the cabin list and twenty-five in the steerage. All of these passengers were brought safely ashore late this afternoon in the life boat of the Toms river life saving station.

## CHARGED WITH FOUL CRIME TAFT WILL PROBABLY ACCEPT

Dr. Herman Feist Arrested at Nashville for the Murder of Mrs. Rosa Mangrum.

Nashville, Tenn., March 16.—Dr. Herman Feist was arrested here today charged with murdering Mrs. Rosa Mangrum, whose body was found floating in the Ohio river at Cairo, Ill., some time ago, she having left Nashville December 14 last, ostensibly for a visit to St. Louis. Feist is prominent in Nashville and his arrest caused a sensation.

Mrs. Mangrum was the wife of a barber here. The couple had had domestic differences and last December Mrs. Mangrum said she would visit relatives in St. Louis. Mrs. Mangrum was the possessor of considerable money in her own name. Her beauty as well as her gowns and jewelry were much admired. The warrant which charges Feist with robbery and murder was sworn out by the decedent's brother.

## HOTEL HORROR IN MICHIGAN VILLAGE

Grand Rapids, Mich., March 15.—The business portion of the village of Justin, Osceola county, was destroyed by fire early today. The fire started in the basement of the Hotel Cosmopolitan. Ten guests escaped in their night clothes. Four were burned to death.

The dead: William H. McGraw, proprietor of the hotel.  
Mrs. William H. McGraw.  
Edward DeMorrest, porter.  
Charles Workman, traveling man.  
The financial loss was small.

Matters presented except that of prejudice on the part of Mr. Moss. That question was one upon which he believed the fullest light should be shed. Although testimony is to be taken tomorrow morning and perhaps some of the arguments heard, it is not at all likely that any decision will be reached before Tuesday or Wednesday of next week. At that time a date will doubtless be set for the commencement of the trials.

J. L. PRIEST.

### IDENTITY IS DOUBTED.

McFarland Does Not Believe Simpkins Has Been Arrested.

(Special to The Herald.)  
Boise, Ida., March 16.—The local officers were advised this evening of the arrest at Oakley of a man supposed to be Jack Simpkins. They are of the opinion that the case is one of mistaken identity. Major McFarland, of the Pinkerton forces, said: "I cannot credit the report. If the man under arrest is indeed Simpkins he is acting very foolishly. I cannot understand why he should deliberately put his head in a noose by hanging around a place like Oakley." That while he was doubtful about the correctness of the report an officer who knows Simpkins well would be sent to Oakley in order to make sure.

## CLAIMS RIGHT TO THE SLOGAN

A. B. Bowers of Denver Asserts Copyright on "See America First."

### MAY HINDER THE LEAGUE

OFFICIALS WILL APPEAL TO THE LIBRARIAN OF CONGRESS.

What may prove a most injurious move against the "See America First" league was unearthed yesterday, according to the statement of J. A. Metcalfe, who is in charge of the publicity work of the organization. A. B. Bowers, publisher of the Colorado Commercial Tribune, a leading business magazine of Denver, has issued a statement that he has or is about to acquire copyrights to the expression "See America First."

This news was received from Major S. K. Hooper, general passenger agent of the Denver & Rio Grande railroad yesterday. If the news proves true, Mr. Metcalfe states that it is possible that the league will be forced to change its name. This may alter the entire course of the league's life and doings, it is said.

Two weeks ago Major Hooper wrote Mr. Metcalfe that the Rio Grande was getting out a large number of pamphlets and much printed matter of which the expression "See America First" was to be one of the leading titles. Major Hooper asked permission of the league to use the expression in the pamphlets, but on all advertising stationery as well. The permission of the league was readily granted.

**Mr. Bowers Objects.**  
Yesterday Major Hooper wired that Bowers had sent him word that it would be unlawful under the copyright laws for the railroad to use the expression. Bowers claimed to have made application to the librarian of congress for copyright of the expression, and that, until action taken on his application, no person other than himself may use the words under penalty of the law.

Upon hearing of Bowers' claims Major Hooper telegraphed Mr. Metcalfe asking an explanation. Mr. Metcalfe replied that until something definite was decided upon by the league, it would be better for the railroad company to hold from the mails all printed matter bearing the expression.

Already Mr. Metcalfe has communicated with Fisher Harri of the league, and with the Utah members of congress. Mr. Harri will go to Washington Monday to have, if possible, the copyright denied or revoked as the case may be.

### Trying to Call Him Off.

Upon hearing of the action taken by Bowers, Mr. Metcalfe wired John T. Burns, secretary of the Colorado Commercial association, asking that that body take some action in the premises. Mr. Burns replied that the league had several years past had been the official organ of the association. Mr. Burns replied yesterday afternoon to the president and board of directors of the association, and that it had been decided to revoke the rights of Bowers in the publication of the Tribune as the official organ of the association. This action was taken it is said in an endeavor to help the cause of "See America First."

"From one standpoint I fear the claim of Bowers," said Mr. Metcalfe yesterday afternoon. "He may set the league back by taking from us our name, but he cannot hurt the movement in any way. He is a thousand ways of saying 'See America First.' If necessary we shall change our name."

"If this matter is brought before congress in a proper manner, I believe that that body will put an end to Mr. Bowers' claim. It shall, if necessary, be the aid of congress in this matter. I believe that as a matter of public good congress would order its members to denounce Mr. Bowers. Mr. Harris will go to Washington Monday to make careful inquiries as to the probable action by congress. He will also speak there Monday night. I think he will win so many friends for the movement that the action of congress will be a foregone conclusion."

"A copyright of the words 'See America First' will be of no benefit to anyone unless the league endorses the person holding the copyright. It is a sure thing that the league will never endorse Mr. Bowers. Men who will try to prevent or hinder a movement for the betterment of the whole United States, such as the 'See America First' movement, should be run out of the country."

"We are receiving aid in this fight from the persons who are responsible for the existence of the Commercial Tribune. When the props are taken from under the paper the owners will fall with it. The Colorado Commercial association is with us, so I am not fearing Bowers very much."

## KILLED HIMSELF ON EVE OF MARRIAGE

St. Paul, Minn., March 16.—While a wedding gown at a local store, Paul Lindberg of Omaha, a traveling salesman, shot himself through the head in a room at the Mer-chant's hotel. He was to have been married tomorrow. The body was found this afternoon by the woman on her return to the hotel.

## PLAGUE IN AUSTRALIA.

Sydney, N. S. W., March 16.—The plague has reappeared here. Two cases were reported yesterday and three more were discovered today in the same block of houses.

In summarizing general conditions the report says: "The improvement in the iron and steel business which became evident in the latter part of 1904 and to which reference was made in the last annual report, was generally maintained throughout the year of 1905. The tonnage of unfilled orders on the books on Dec. 31, 1905, was 7,665,066 tons of all kinds of manufactured products, in comparison with 4,686,203 tons at the close of 1904."

## TWENTY PERSONS INJURED.

Paris, France, March 16.—Twenty persons were injured tonight by an explosion in a chemical factory in the Rue Veille de Temple. The damage to the property is estimated at \$25,000.

**STRIKE EXTENDING.**  
Lens, France, March 16.—The miners' strike is extending. About 30,000 men are out. The removal of bodies from the Courrières mine continues.

## MOFFAT BACKERS TO COME HERE

Foreign Capitalists Will View Western End of the New Denver Road.

### EXPECTED EARLY IN MAY

VISIT MAY MEAN MUCH FOR SALT LAKE.

Following the news that David H. Moffat of Denver has succeeded in raising enough money to complete his railroad from the metropolis of Colorado to this city, comes the intelligence that the capitalists who have furnished this wealth will visit Salt Lake in May to look over the city which will be the terminal of a line that will open up northwestern Colorado and eastern Utah, an empire in itself.

These capitalists are representative investors of England and Holland, conservative men, and there is little doubt that after they have looked over the route here, like the suggestion of Augustus Heinze and others who are now spending millions in this city and vicinity, they will see opportunities to place some of the surplus wealth here. They will arrive here in splendid time too, for with the usual May weather, all the improvements made in this city and in Garfield and other near-by suburbs will show to an advantage.

**Will Help Salt Lake.**  
The news that the bondholders of the Moffat road would visit this city was received here yesterday in a private telegram. They are not all foreigners either, for some well known New York financiers are numbered among them. According to the dispatch they will first visit Denver, inspect the line as far as it is completed and then journey to this city. They may come by the Denver & Rio Grande or the Union Pacific and they may drive overland from Hot Sulphur Springs in order to see for themselves the rich country in Routt county through which the line is to pass. Should they decide on the latter route, they will be shown fine scenery as rich, not richer than anywhere else in the United States, thousands of cattle on splendid grazing ranges, good agricultural land, and magnificent timber besides the things this city has to offer.

These capitalists have already paid the money necessary to take up the bond issue of the Moffat road, so that any wealth they may invest here will be in addition to the money thus advanced. At the proper time the local commercial bodies will be notified of the visit of the bondholders and arrangements will be made to give them a real western welcome.

### Financing Still a Secret.

The secret of the success of Mr. Moffat in securing the money to complete this road which means so much to Salt Lake and to Denver has not been divulged. Directly after his announcement several years ago that he intended to build the road, he has been busy in the building of bonds to pay for the construction. He has a disappointed man, for he found the financiers cold and he returned to Denver empty-handed. It was said that Harrison objected to a rival to the Union Pacific, and that Gould, fearing the new line would injure the Denver & Rio Grande, united to prevent Moffat's opening of his bonds. The latter, after he recovered from the rebuff went to work more earnestly than ever. With his own money and that of his associates in Denver, he pushed the line beyond Arrowhead, nearly 100 miles from Denver.

### Capital Takes Notice.

Then the eastern men began taking notice and when he went to New York last month he had no difficulty disposing of the bonds. It has been said that the bondholders are friends of the Burlington, but this has been denied. But whoever they are, they have enabled Mr. Moffat to complete his line and whether it will be an independent road remains a question. It is said that Denver capitalists, he pushed the line beyond Arrowhead, nearly 100 miles from Denver.

## STATEHOOD FIGHT.

House Will Consider the Bill Wednesday, March 21.

Washington, March 16.—At a conference of Republican house leaders today it was decided to consider the statehood bill on Wednesday, March 21. Chairman Hamilton of the house committee on territories probably will seek to send the bill to the house by senate directly to the conference. If there should be an objection to this motion the bill will go automatically to the house committee on territories, which will report it to the house with a recommendation that it be sent to conference. Consequently the measure is wholly within the control of the territories committee and it is not thought there will be any effort to hinder the bill's immediate submission to conference, thus carrying out the agreement of the Republican conference yesterday. The delay in the consideration of the bill is due to an agreement to allow statehood to go over until members of the house rivers and harbors committee shall return from their southern trip.

## Save Tomorrow's Paper

The dollar man comes next Monday. He wants to buy a complete copy of tomorrow's Herald . . . . .